assure the hon. Members of this House that the Government would not hesitate to import sugar, if it is required to check any inflationary tendencies in the prices of sugar.

MR. DEPUTY CHAIRMAN: Mrs. Chavan.

SHRIMATI PREMILABAI DAJI-SAHEB CHAVAN: Will the Hon'ble Minister be kind enough to promise and assure us that the new licences demanded from the Maharashtra will be given?

MR. DEPUTY CHAIRMAN: That is a diffrent question. That question does not arise.

SHRIMATI PREMILABAI DAJI-SAHEB CHAVAN: What is the purpose of...

MR. DEPUTY CAIRMAN: Mr. Suraj Prasad.

श्री सूरज प्रसाद : महोदय, मंत्री जी ने यह कहा कि इस साल 59 लाख टन चीनी की पैदावार हो रही है, गत साल का कैरीओवर 46 लाख टन है। इस प्रकार से देश के अन्दर 105 लाख टन चीनी अभी है और देश में खपत 78 लाख टन है। ऐसी अवस्था में देश में अभी भी 27 लाख टन चीनी फाजिल है। ऐसी अवस्था में सरकार को विदेशी मुद्रा जो बहुमूल्य है, उसको बर्बाद करने से क्या लाभ हुआ, चीनी मंगाने से, जबकि देश के अन्दर फाजिल चीनी है ?

श्री भागवत झा आजाद : माननीय उपसभापति महोदय, विदेशी मुद्रा बर्बाद करने का प्रश्न नहीं है। मैंने कहा 39 लाख टन नैट कैरी ओवर, मैम्बर ने बड़ा अच्छा कहा 46 लाख टन कैरी ओवर कर लिया, मैं इनको कहूं नैट कैरी ओवर 39.25 लाख टन अर्थात कुल 98.25 लाख टन हमारे पास जो होगा यदि उत्पादन 59 लाख टन हुआ 75 से 78 लाख इंण्टरनल कंजम्पशन है हमारी और एक्सपोर्ट कमिटमेंट है 6.5 की, यह मिलाकर 1 अक्तूबर, 1984 को हमारे पास 15-20 लाख टन रहेगी और जब तक नई शुगर दिसम्बर में न आ जाए, तब तक तीन महीनों के लिए हमने किसी इन्फलेशनरी टेडेन्सी को रोकने के लिए अच्छा समझा कि बजाए इसके पीछे आप शिकायत करें-पहले अकल क्यों नहीं आई, तो हमने पहले ही अकल दिखा दी और इतना इम्पोर्ट कर लिया।

श्री उपसभापति : केश्वचन आवर समाप्त।

WRITIEN ANSWERS TO QUESTIONS

Jammu-Udhampur Rail Line

*402. SHRI V. GOPALSAMY: Will the Minister of RAILWAYS be pleased to state:

(a) what are the total estimates for the Jammu-Udhampur rail line and the amount allotted so far;

(b) what is the amount spent so far on the project;

(c) what is the route kilometer length of this line and how many tunnels and bridges are planned to be constructed on the line;

(d) what is the length of track in kilometres which has been laid till now and the number of tunnels and bridges which have been completed;

(e) by when the line is expected to come in operation; and

(f) whether the work is behind schedule?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) The updated estimated cost of the Jammu-Udhampur new rail line project is Rs. 69.76 crores. The amount allotted to the project up to March, 1985 is Rs. 5.30 crores.

(b) An amount of Rs. 3.30 crores has been spent on the project up to March 1984.

(c) Length of the proposed line is 53.2 Kms., and it involves construction of 12 tunnels and 167 bridges.

(d) The work has been taken up over the first block section (11.05 Km) from Jammu end, involving construction of 3 tunnels and 12 major and 30 minor bridges. The works are in various stages of progress.

(e) completion of work will depend upon the availability of funds, during the subsequent years.

(f) work is progressing commensurate with the availability of funds, within the overall constraints of resources for "New Lines".

Alternate Rail Connection to Calicut

*407. SHRI C. HARIDAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any proposal to extend the Shoranur-Nilambur line to Calicut through Mavoor;

(b) if so, what action has been taken in this regard; and

(c) whether Government have any alternate proposal to connect Calicut by rail?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) A suggestion was received about 2 years back for considering extension of Shoranur-Nilambur line to Calicut and Mavoor.

(b) The representationist was advised that in view of the heavy cost involved due to severe steep hilly area which would be traversed by this line and sever constraint of resources, any consideration of this suggestion would need to wait till funding position improves.

(c) Calicut is already on the B.G. rail line from Shoranur to Mangalore and there is no further proposal for any other line from Calicut as of present.

Railway electrification programme

*408. SHRI PARVATHANENI UPENDRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the National Transport Policy Committee and the Cabinet Committee on Energy Conservation had recommended that the pace of Railway Electrification should be accelerated to 1000 route kilometres per annum;

(b) whether the said recommendation is being implemented; and

(c) what is the budget allocation for electrification in 1984-85.

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) and (b) The National Transport policy Committee had recommended electrification of 350 Route Kilometres per year in the next 10 yars in a phased manner. The Cabinet Committe on Energy Conservation had recommended electrification at a rate of 1000 Route Kilometeres per annum. The Ministry of Railways is proceeding with the electrification to the extent possible within the constraint of availability of funds earmarked for this.

(c) Rs. 160.04 crores.

Provision of Facilities by the Railways at Malda

*409. SHRI SURESH KALMADI:
SHRI KISHOR MEHTA:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the amount of investments made by the Railways to create infrastructural and other facilities at Malda.

(b) what are the details of railway projects in Maharashtra pending for more then three years and progress made in respect of each of them; and